



Results of the CAREC Corridor Performance Measurement and Monitoring (CPMM) 2022 Annual Report

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Max Ee

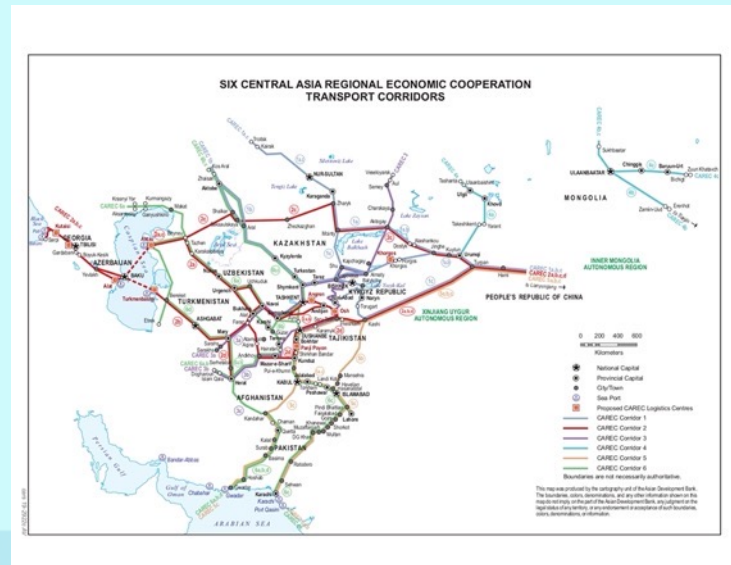
CPMM Consultants

22nd Meeting of the
Central Asia Regional Economic Cooperation (CAREC)
Customs Cooperation Committee

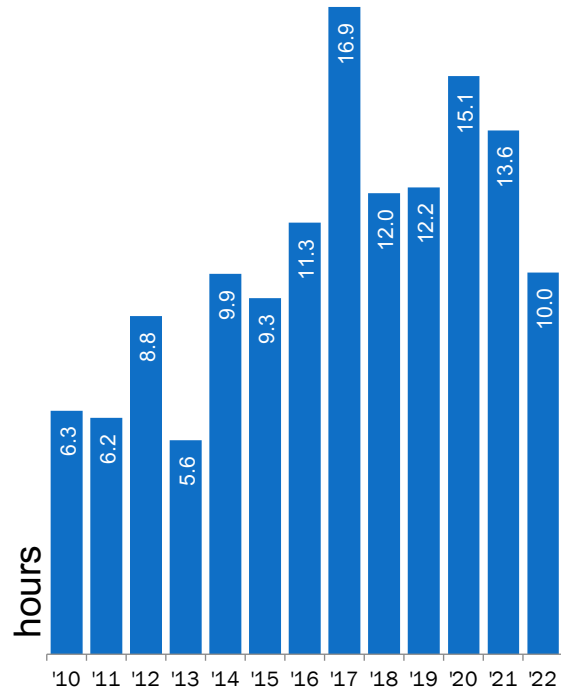
9-10 June 2023, Tbilisi Georgia

CPMM is a tool to assess the efficiency of CAREC transport corridors:

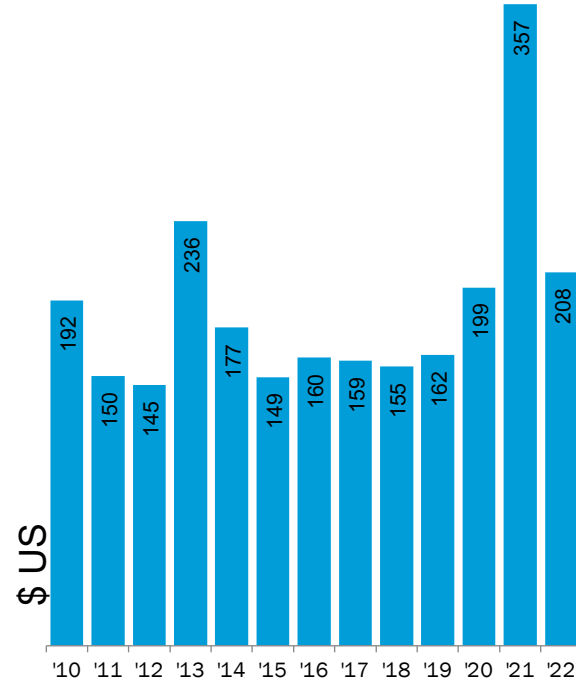
- i. identifies causes of delays and unnecessary costs along the CAREC corridor, including border-crossing points and intermediate stops.
- ii. helps authorities determine where and how to address identified bottlenecks.
- iii. assesses the impact of regional cooperation initiatives.



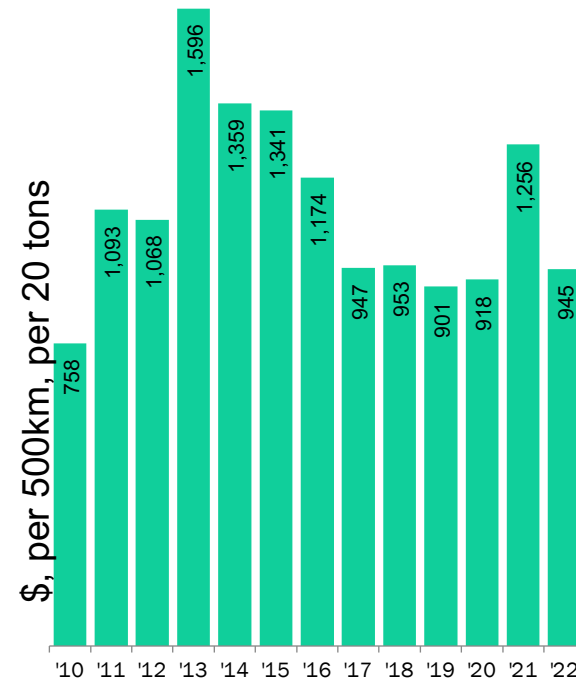
ROAD TFI Trends 2010-2022



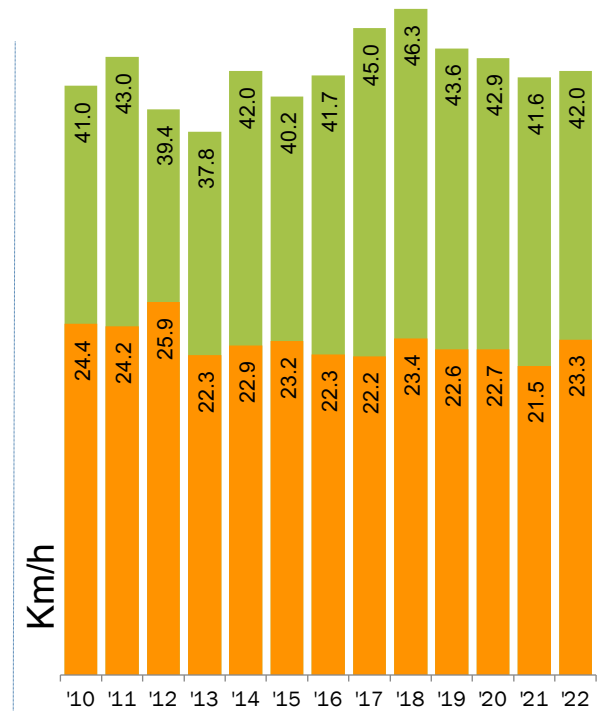
TFI1
Time taken to clear a BCP



TFI2
Cost incurred at BCP

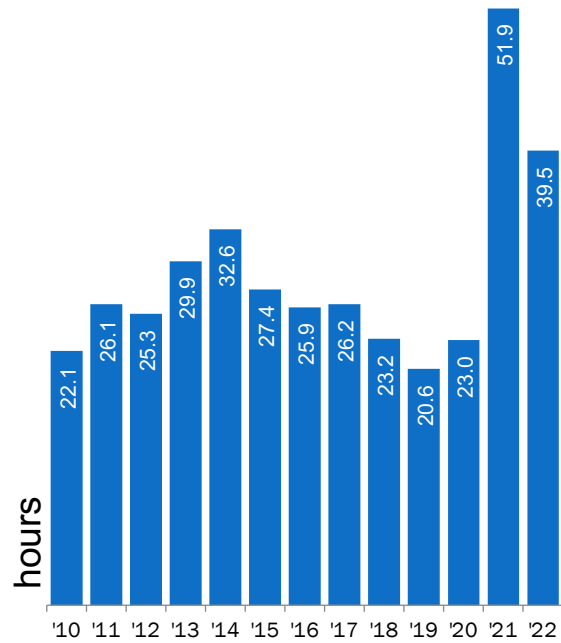


TFI3
Cost incurred to travel a corridor section

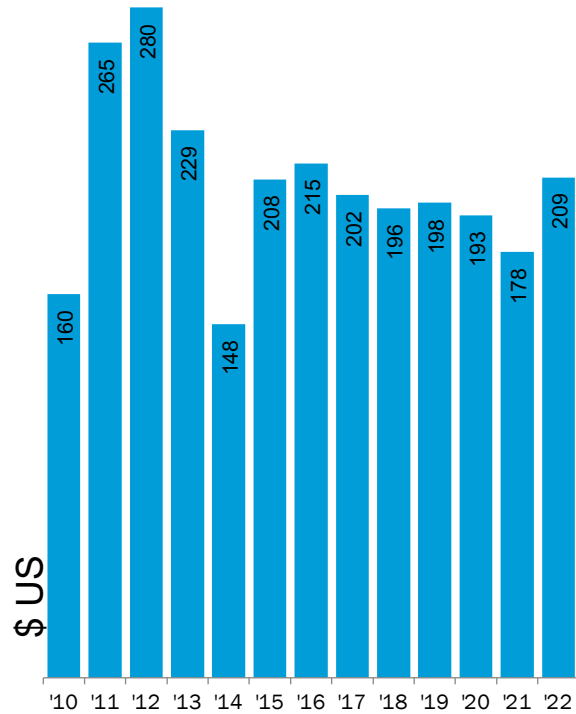


TFI4
Speed to travel on CAREC corridors

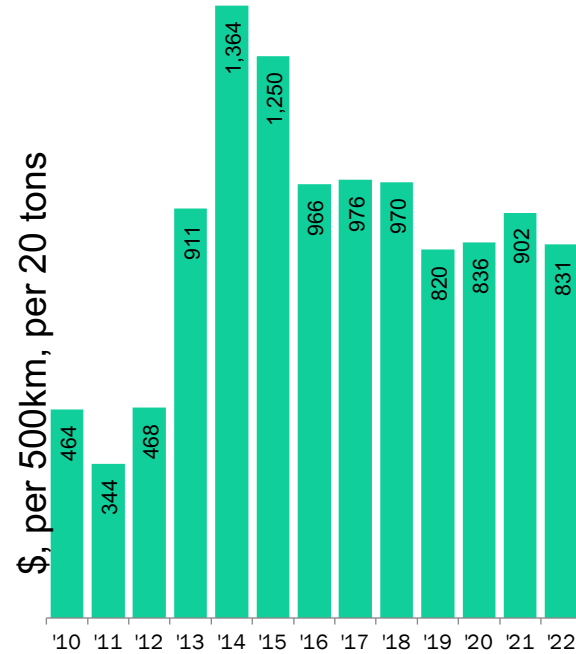
RAIL TFI Trends 2010-2022



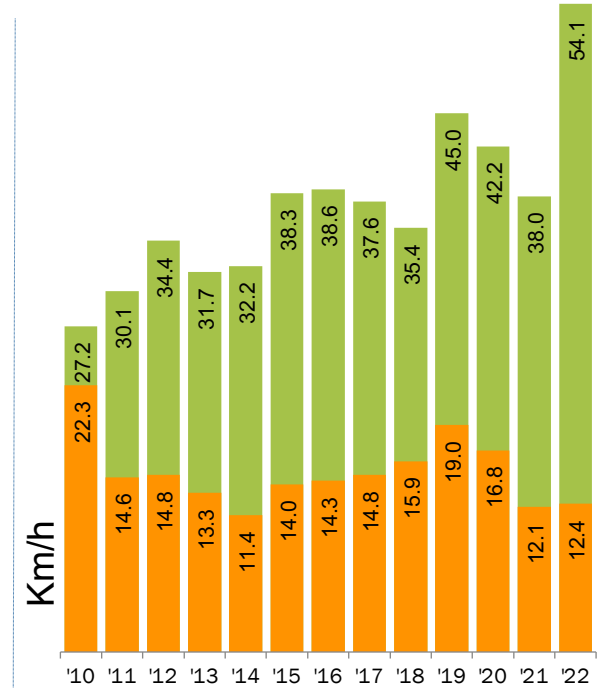
TFI1
Time taken to clear a BCP



TFI2
Cost incurred at BCP



TFI3
Cost incurred to travel a corridor section



TFI4
Speed to travel on CAREC corridors

2022 Border-crossing time (TFI1)

Time taken to clear a BCP, in hours

Average border-crossing time at ROAD BCPs, in hours

Outbound Traffic	Country	Duration (hours)	
		Average	Median
Alashankou	PRC	81.3	68.4
Chaman	PAK	54.0	53.7
Torugart	KGZ	50.1	50.1
Karasu	PRC	42.7	5.6
Farap	TKM	26.7	26.7
Tsiteli Khidi	GEO	24.2	14.6
Peshawar	PAK	24.2	26.0
Krasnyi Most	AZE	23.9	6.7
Khorgos	PRC	23.5	10.7
Takehikent	PRC	21.4	20.8

Inbound Traffic	Country	Duration (hours)	
		Average	Median
Dostyk	KAZ	20.7	15.9
Torkham	AFG	15.6	12.4
Yarant	MON	11.5	10.3
Nur Zholy	KAZ	10.7	5.7
Kulma	TAJ	10.4	6.0
Spin Buldak	AFG	7.6	7.5
Panji Poyon	TAJ	7.4	6.7
Farap	TKM	6.5	6.5
Karasu	KAZ	5.7	0.5
Torugart	KGZ	5.1	5.2

Average border-crossing time at RAIL BCPs, in hours

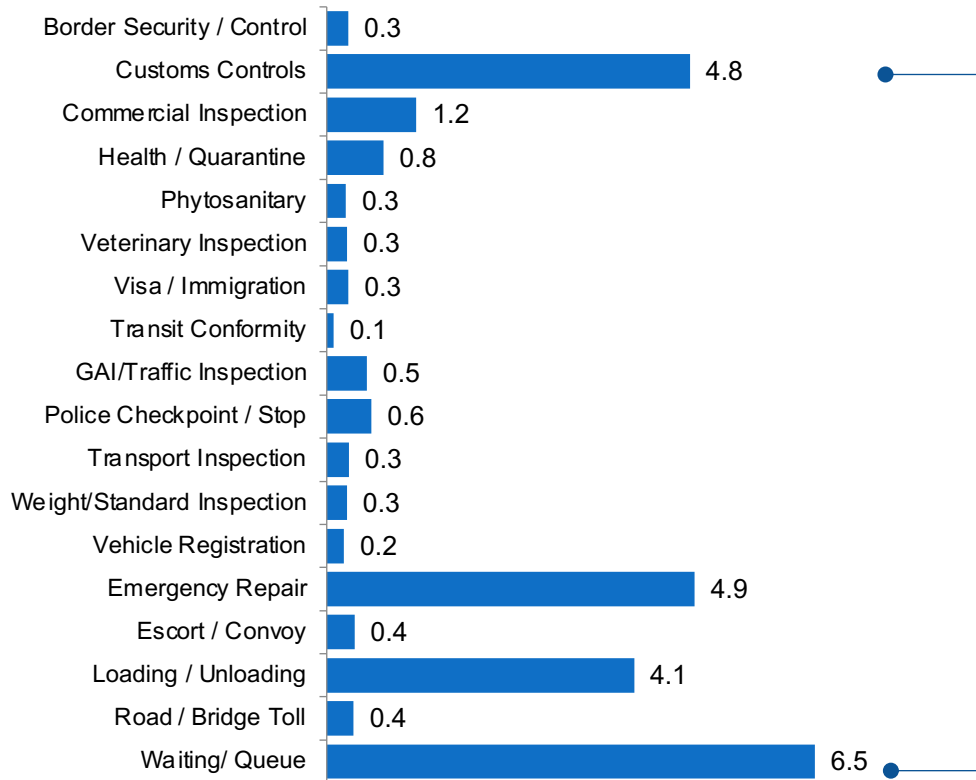
Outbound Traffic	Country	Duration (hours)	
		Average	Median
Erenhot	PRC	44.4	43.7
Bekabad	UZB	36.0	36.0
Alashankou	PRC	30.1	23.5
Khorgos	PRC	26.1	15.5
Zamiin-Uud	MON	20.1	10.4

Inbound Traffic	Country	Duration (hours)	
		Average	Median
Altynkol	KAZ	82.7	73.5
Dostyk	KAZ	76.0	69.7
Erenhot	PRC	54.9	53.1
Sukhbaatar	MON	12.2	7.7
Termez	UZB	8.5	5 8.5

2022 Border-crossing time (TFI1)

Time taken to clear a BCP, in hours

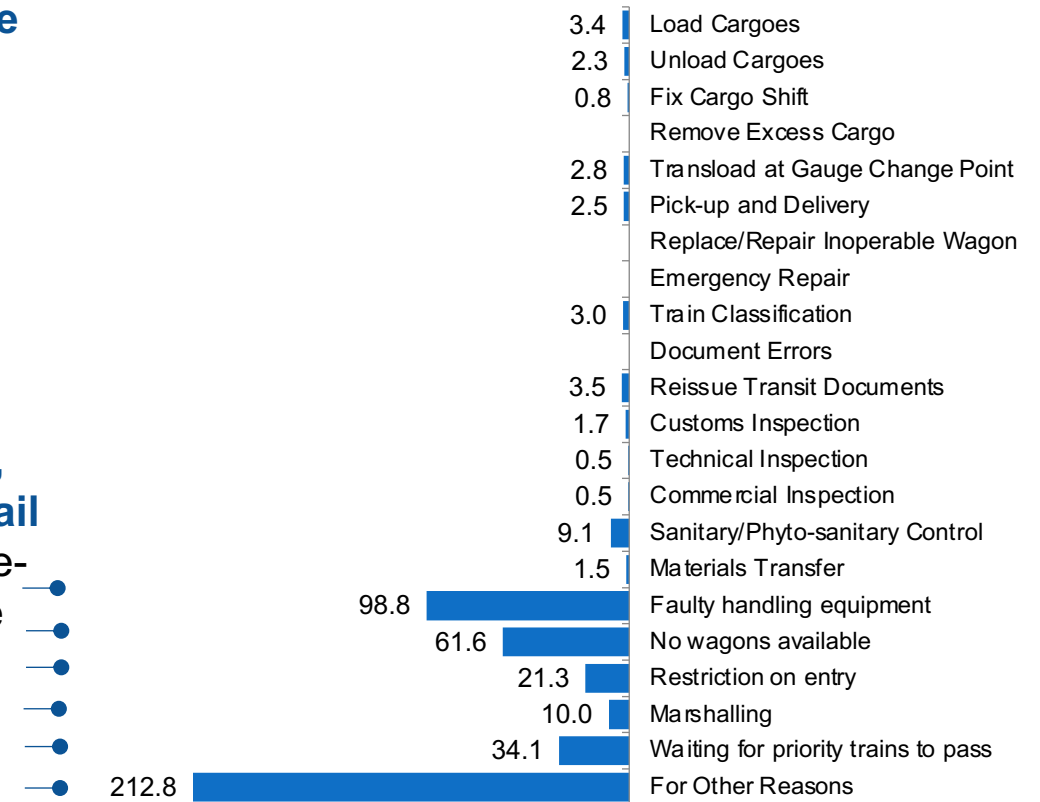
Average duration of delays at ROAD BCPs, in hours



Customs clearance (road) significantly contribute to delays

Waiting in queues, both at road and rail BCPs, are very time-consuming, and are frequently experienced during shipments

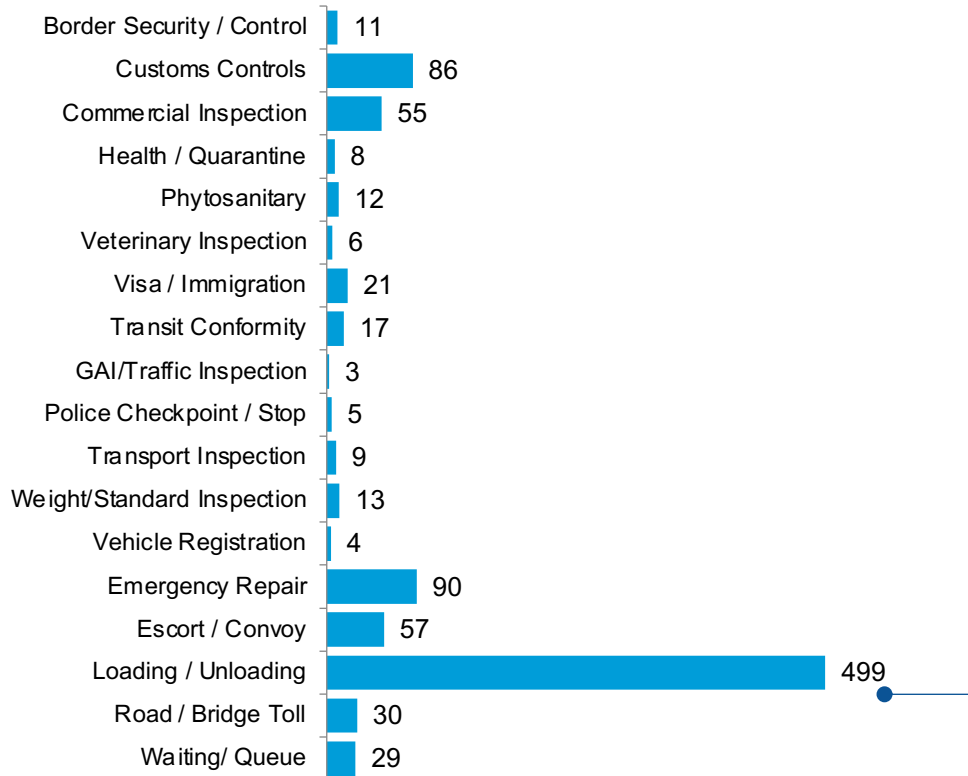
Average duration of delays at RAIL BCPs, in hours



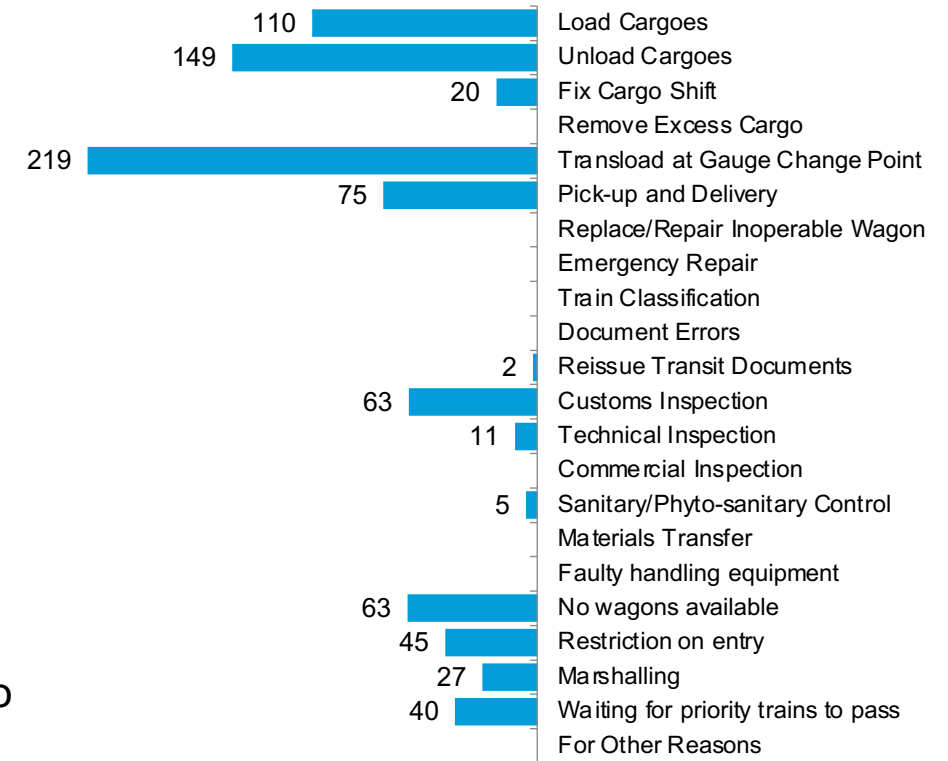
2022 Border-crossing cost (TFI2)

Cost incurred at BCPs, in \$

Average cost of activities at ROAD BCPs, in \$



Average cost of activities at RAIL BCPs, in \$



Fees incurred to transload at gauge change points significantly contribute to cost

No wagons available significantly contribute to cost in rail

Shipments often undergo loading/unloading at high costs



CPMM Web Portal:

<https://cpmm.carecprogram.org/>

- Latest report
- Key findings
- Country updates
- Data portal
- Publications
- Methodology and Indicators

CAREC Corridor Performance Measurement and Monitoring

2020 Report ▾ Data Resources About ▾ Contact 🔍

The CPMM 2020 Annual Report is now Available.

The CAREC Corridor Performance Monitoring and Measurement (CPMM) mechanism is an empirical tool designed by the CAREC Program to assess and track the time and cost of moving goods across borders and along the transport corridors, spanning the 11 participating countries — Afghanistan, Azerbaijan, the People's Republic of China (PRC), Georgia, Kazakhstan, the Kyrgyz Republic, Mongolia, Pakistan, Tajikistan, Turkmenistan, and Uzbekistan.

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Trade Facilitation Indicators

Showing Data for: Country: Regional Transport Mode: Road

Time to clear a BCP (TF11, in hours) vs Cost incurred at BCP (TF12, in \$)

Year	TF11 (hours)	TF12 (\$)
2010	4.0	100
2011	4.0	100
2012	4.0	100
2013	4.0	100
2014	4.0	100
2015	4.0	100
2016	4.0	100
2017	4.0	100
2018	4.0	100
2019	4.0	100
2020	4.0	100
2021	4.0	100
2022	4.0	100

Cost incurred to travel a corridor section (TF13, in \$)

Year	TF13 (\$)
2010	800
2011	1000
2012	1000
2013	1500
2014	1300
2015	1300
2016	1000
2017	1000
2018	1000
2019	1000
2020	1000
2021	1200
2022	1000

Grid of CPMM Annual Reports:

- Progress in Trade Facilitation in CAREC Countries: A 10-Year Corridor Performance Measurement and Monitoring Perspective
- CAREC Corridor Performance Measurement and Monitoring Annual Report 2019
- CAREC Corridor Performance Measurement and Monitoring Annual Report 2018
- CAREC Corridor Performance Measurement and Monitoring Annual Report 2017
- CAREC Corridor Performance Measurement and Monitoring Annual Report 2016
- CAREC Corridor Performance Measurement and Monitoring Annual Report 2015
- CAREC Corridor Performance Measurement and Monitoring Annual Report 2014
- CAREC Corridor Performance Measurement and Monitoring: A Forward-Looking Perspective
- CAREC Corridor Performance Measurement and Monitoring Annual Report 2013
- CAREC Corridor Performance Measurement and Monitoring Annual Report 2012
- CAREC Corridor Performance Measurement and Monitoring Annual Report 2011

Country Updates

Map showing CAREC corridors and BCPs across the region, including countries like Georgia, Azerbaijan, Kazakhstan, Kyrgyz Republic, Tajikistan, Afghanistan, Pakistan, and Mongolia.

22nd Meeting of the CAREC Customs Cooperation Committee
 9-10 June 2023, Tbilisi Georgia

BCP Layout and Design

Sarpi BCP (Georgia)



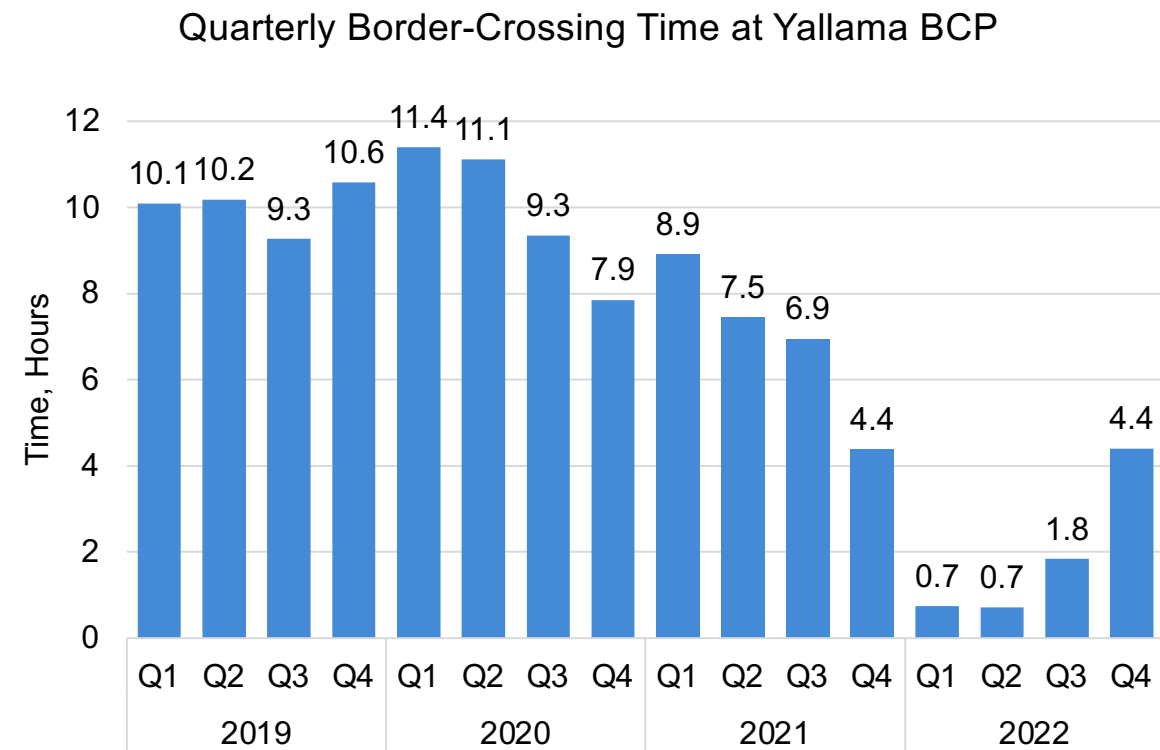
- CPMM shows that on average, a truck needed 10 hours to cross a border, while a train needs 40 hours.
- Use of 'smart gates' can shorten the border-crossing time.
- Example: At Sarpi checkpoint in Georgia, there are 17 gates. Each gate can cater to different traffic.

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BCP Layout and Design: Yallama

1. Yallama BCP installed six gates at the BCP in Q3 2021.
2. After the new gates became operational, there was an immediate positive impact – the time to cross border dropped noticeably.
3. In 2022, the outbound time was estimated to be 2 hours, and inbound 1 hour at Yallama.



Source: ADB, CPMM Annual Report 2021

Streamlining of Border Controls

Immigration Processing at Sarpi BCP (Georgia)

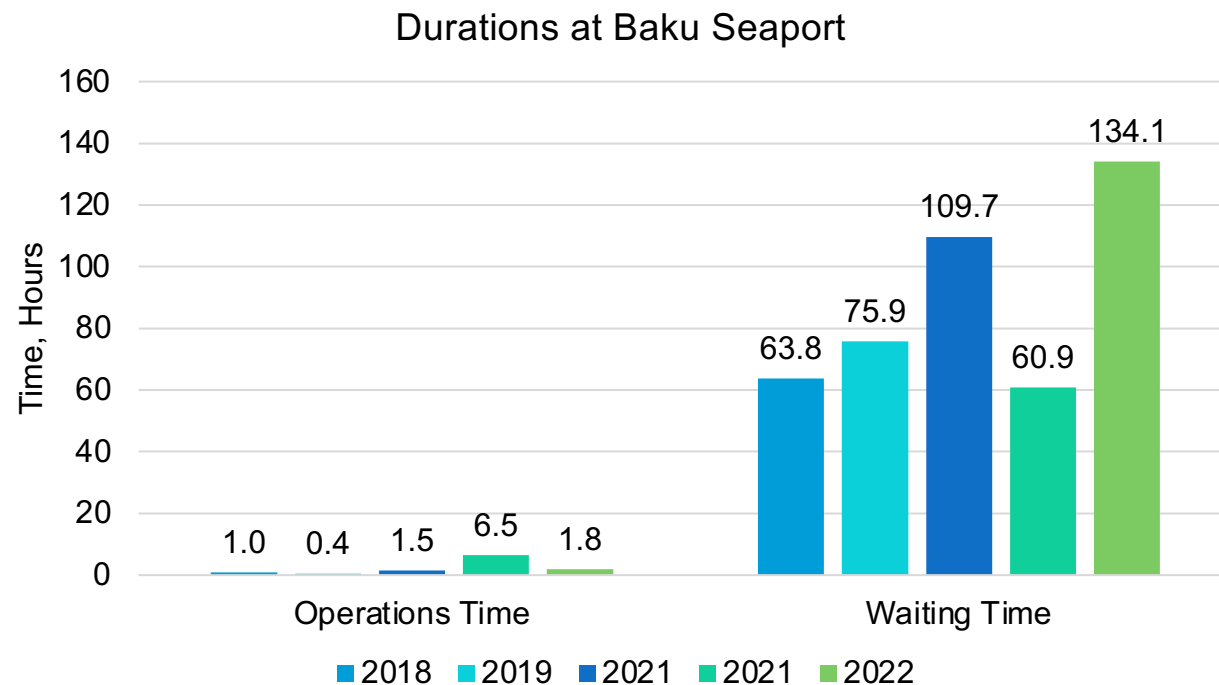


- The legislation in Georgia empowered the customs officers to process immigration for the foreign drivers.
- The shipping documents and passport are passed from the driver to the customs officer to process simultaneously.
- Each counter has a scanning device to capture the passport and its contents by the customs officer.
- If there are no issues, the driver can then move to the next checkpoint without leaving the vehicle.

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Trans-Caspian Crossings - Analysis



- The Trans-Caspian crossings comprised of operations and waiting time.
- Waiting time is largely attributed to unscheduled nature of the ferry services, limited number of vessels, and adverse weather that at times delayed vessels to depart.
- However, shipping time could also be shortened through tighter digital integration between the stakeholders in the process.

Source: ADB, CPMM Annual Report 2022

Example: Delay Due to Information Gaps

April 2022: Manual data entry error in a shipping document resulted in severe delays in clearing the shipment

AZERBAIJAN CASPIAN SHIPPING CJSC
Department of Exploitation-Commerce. Tel: (+99412) 404 37 00 (1067,1231)

АШХАБАД НАЧАЛЬНИКУ ОТДЕЛА ГРУЗОВЫХ ПЕРЕВОЗОК АГЕНСТВО Ж/Д ТУРКМЕНИСТАНА НАЧАЛЬНИКУ СТАНЦИИ ТУРКМЕНБАШИ СНАМ
М.БАЙРЫЕВУ
С.АКМЫРАДОВУ
Л.НАСИРОВУ

КАСПИЙСКОЕ МОРСКОЕ ПАРОХОДСТВО ПОДТВЕРЖДАЕТ ПРИЕМ ПАРОМНОЙ ПЕРЕВОЗКИ:

ПОД КОД ЗАЯВКИ:	S2022040026 / 2240140989
Накладные №:	
МЕСЯЦ:	04/2022 - 05/2022
КОЛ-ВО ВАГОНОВ:	12
ТОННАЖ ВАГОНОВ:	752.000
НАПРАВЛЕНИЕ:	Туркменбаши - Алят - Туркменбаши
НАЗВАНИЕ ГРУЗА:	27490000 - Масла тяжелые из нефти.битуминозных материалов
НОМЕРА ВАГОНОВ:	0
ГРУЗООТПРАВИТЕЛЬ:	Туркменбашинский комплекс нефтеперерабатывающих заводов
ГРУЗОПОЛУЧАТЕЛЬ:	ALCO LLC
СТР. ОТПРАВЛЕНИЯ:	Turkmenistan
СТ. ОТПРАВЛЕНИЯ:	754702
СТР. НАЗНАЧЕНИЯ:	Azerbaijan
СТ. НАЗНАЧЕНИЯ:	546403
ЗАМЕТКА:	
ПЛАТЕЛЬЩИК ПО ПАРОМУ:	ADY EXPRESS MMC

В случае порожнего возврата указанных в заявках вагонов, оплата паромной перевозки гарантируется со стороны компании **ADY EXPRESS MMC**.

Начальник Департамента Эксплуатации-Коммерции
Р. ГУРБАНОВ
05/04/2022

Thank you!
Спасибо!

Julius Santos
Max Ee
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